489 The
178 new displacing the old is an inevitable process and provided it is done at a reasonable pace need not be disturbing and is often imperceptible. It is the speed of change which matters, and that is what caused the trouble in the Protectorate. In England the change from horse-drawn transport to motor transport took twenty years or more and there was ample time for readjustment. In Aden it took as many days from the time a new major road was open to motor traffic, and the unemployed camel men sat nursing their rifles and wondering how to prevent their animals and themselves from starving. It was not long before they noticed the weapon in their hands and commenced to use it to drive the lorries off the roads. The State and Political Authorities intervened before too much damage was done and negotiations resulted in agreements which restricted the use of lorries to named kinds of merchandise, and so time was gained for readjustment.

(184) The Eastern Aden Protectorate was more affected than the Western by road development and on more than one occasion troops had to be used to persuade the camel men and their friends to be sensible and not to interfere with the lorry traffic
133 which might have had very serious consequences. The Wadi
312 Hadhramaut, that vast cut through the limestone plateau of the
241 Jol filled with palm groves and white-walled towns, peopled
231 by the most astute and the hardest business men in the world,
441 was subject to droughts which twice in living memory had
• 731 led to famine: the reason for this had been that the whole
361 irrigation system depended on the availability of bullocks to
134 draw water from the shallow wells and when, during the droughts, the corn crops had failed, the animals had either to be fed on seed grain or be left to die of starvation; in the former case it meant that when the rains did come, there was no seed to sow, in the latter that there were no animals to draw water.
402 The solution was to eliminate the dependence on bullocks and
177 make available to farmers and date garden owners small diesel
241 pumps with which to irrigate their land. They paid cash for
[432] the pumps if they could, or if they couldn't they put down a deposit and paid the balance in monthly instalments. A maintenance service, based on a central workshop, which had been set

2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
1958 MM1 Aden MM1

up at Saiyun by the Quaiti and Kathiri States, was provided and was controlled by one of Hugh Boustead's young men. Diesel oil was essential for the pumps and it had to be brought from the coast at Mukalla by lorry, and so it was that the camel men, however disgruntled they might be, must not be allowed to damage the roads or impede the oil lorries.

The pump scheme was supplemented by grain stores set up in the main towns and larger villages and regularly inspected to ensure that the grain had been properly rotated. At each harvest new grain was bought and the old grain sold, thus keeping the stocks fresh. Mercifully all went well with the rainfall during my tour of duty and we did not have to put our anti-famine measures to the test.

I cannot leave the subject of development without making a brief reference to the political side. In most States in the Western area of the Protectorate the old form of complete autocratic government has given place to government by the Ruler with the advice of a Council, and in some States the next stage of development of Councils with executive powers has been reached, while in Lahej there is the further refinement of a Legislative Council. Generally speaking these Western innovations where they exist are only in the kindergarten stage and the Ruler is still the central figure upon whose personality the Government of the State really depends. For instance, there is one important State which has no Council at all, but a very able Ruler who governs justly and firmly and whose finances are in a sound condition; while another and larger State has the whole façade of modern governmental institutions but a Ruler whose real interests are elsewhere and his people do not fare so well and the State's finances would mystify the most astute of accountants. The personality of the Ruler is still of paramount importance, but change is coming swiftly.

In the Eastern area the main progress has been made in the centre, where in the Quaiti and Kathiri States administrations have been firmly established and even Town Councils are functioning with reasonable efficiency. These States have been lucky in having Rulers who had the good sense to pay heed to their able advisers. In the two outlying States, the Wahidi

69 Simmons et al G-8 (1981-1982) 1984
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in the Protectorate has recently been undertaken by the British authorities, while in some areas, particularly in the Qu'aiti Sultanate, schools are now supported by the local governments. Scattered primary and Koranic schools, and at least one postprimary school, are found in each of the protectorates. In the course of a medical survey in Western Aden Protectorate in 1939-40,[**] the degree of literacy was found to average 20 per cent among the men and practically zero among the women. The highest literacy rates were encountered among the Seiyids, a group recognized as the social and the religious leaders. A college for the sons of chiefs from Western Aden Protectorate is located at Aden.

Vital Statistics

Registration of births and deaths is compulsory in the Colony. In the 5 years 1946-50, the birth rate, calculated on the basis of the census returns for 1946, ranged from 28.6 to 31.7 per 1,000 population; the death rate, from 20.1 to 23.5 per 1,000 population. The significance of the mortality statistics is influenced adversely by the continuous movement of laborers between the Colony and their homes in Yemen and the Protectorate, and the influx of sick individuals from the interior to Aden hospitals, many of whom are in a seriously debilitated condition on arrival. In 1950, for example, the recorded deaths totaled 1,644, of which 611 were among nonresidents. The death rate, as reported, was 20.1 per 1,000 of the 1946 census population, but, eliminating the nonresident deaths, it is reduced to 14.2 per 1,000 population. Corrected to the estimated population for that year, the crude death rate figured at 16.4 per 1,000 and the resident rate at 11.3 per 1,000 population.

The infant mortality rate has declined appreciably within recent years. It had been less than 200 per 1,000 live births for several decades, but it reached a peak of 239 per 1,000 in 1943, when famine conditions prevailed throughout much of southwestern Arabia. The annual rates averaged 176 per

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1,000 live births in the 4 years 1945-48, and subsequently declined to 162 in 1949 and to 166 in 1950. As in the case of population death rates, the infant mortality statistics are exaggerated by the inclusion of immigrant deaths.

Figures for the 5 years 1946-50 indicate that deaths among children under 5 years of age accounted for 34 to 38 per cent of the total deaths. The stillbirth rate varied from 54 to 73 per 1,000 births; the maternal mortality rate, from 4 to 7 per 1,000 live births and stillbirths.

Few statistical studies have been made in the Aden protectorates. The total death and infant mortality rates are believed to be generally higher than those of the Colony, but in the absence of authentic records, inadequate data are available for measuring the actual health status of the people. Evidence obtained from the interrogation of 76 women, from 15 to 45 years of age, in Western Aden Protectorate in 1939-40[20] suggests an average infant mortality of 245 per 1,000 live births, varying from 80 to over 500 in different localities. Infancy was not accurately defined, however, and any baby lesser-fed and unable to walk was classified as an infant. The mortality among children under 5 years of age was 25 to 100 per cent greater in most areas. Malnutrition and ignorance of the fundamental principles of child care are important factors contributing to the high mortality in infancy and early childhood in both the Colony and the Protectorate.

Social Economy

The economy of the Colony is based almost entirely upon shipping and trade. Not only is Aden a prominent fueling station for ocean and coastwise vessels, but it derives considerable wealth from the transhipment of goods to and from Yemen and adjacent territories, usually by means of dhows and camel caravans. The production of salt in evaporation beds along the coast surrounding Aden harbor is the only export industry. Numerous small plants have been